

**A LODGE** will be held in the **FREEMASONS' HALL**, Zealand Street, on **WEDNESDAY**, the 7th December, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.  
Hospkings, 24th November, 1897. [1756]

FOR EVENING WEAR,  
NEW DRESS SHOES,  
NEW KID GLOVES,  
NEW SUEDE GLOVES,  
NEW WOOL WRAPS,  
HONGKONG, 20th November, 1907.

**AT THE HONGKONG HOTEL.**

No. 12, QUEEN'S ROAD CENTRAL

NIERSTEIN  
LIEBFRAUMILCH

Hongkong, 17th November, 1897

Hongkong, 4th August, 1897.

# TANZANIA

**A NEW STEAM-LAUNCH**, built of teak, and copper fastened throughout. Length 30 feet, Beam 6 feet, Depth 4 feet, Engines compound surface condensing, cylinders 31 inches and 7-in., strokes 5 in. Boiler. Water-tube.

Hongkong, 20th November, 1897. [1731]

TICKETS from Messrs. KELLY & WALSH, one  
of the Ladies of the Committee, or the Hon.  
Treas., Rev. R. F. CONNOLD,  
Hongkong, 22nd November, 1897. [17]



## Co-day's Advertisements.

**LOST.**  
A Brown POINTER DOG answers to the name of "PUNCH".  
Anyone who finds him to the office of Messrs. RUSSELL & CO., 25th November, 1897. [1757]

**HONGKONG PHILHARMONIC SOCIETY.**  
**ORCHESTRAL CONCERT**  
At 9.15 P.M.  
FRIDAY, the 26th December, 1897.  
In the  
ST. GEORGE'S HALL.  
SEATS may be booked at Messrs. W. ROBINSON & CO'S on and after MONDAY, the 25th instant.

**ALEX. CUMMING.**  
Hon. Secretary  
Hongkong, 25th November, 1897. [1758]

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR SINGAPORE, SAMARANG AND SOERABAYA.  
The Company's Steamship

**"HUPEH."**  
Captain Quill, will be despatched to above on SATURDAY, the 26th instant, at 3 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 25th November, 1897. [1748]

**JOCEAN STEAMSHIP COMPANY.**  
FOR LONDON, VIA SUEZ CANAL.  
The Company's Steamship

**"SARPEDON."**  
Captain Grier, will be despatched to above on SATURDAY, the 27th instant, at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 25th November, 1897. [1749]

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR MANILA.  
The Company's Steamship

**"SUNGKIANG."**  
Captain Dodd, will be despatched to above on TUESDAY, the 30th instant, at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 25th November, 1897. [1750]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY AND SHANGHAI.  
The Company's Steamship

**"FORMOSA."**  
Captain Hodgkin, will be despatched to above on SUNDAY, the 28th instant, at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LARRAK & CO.,  
General Managers.  
Hongkong, 25th November, 1897. [1751]

**Animations.**  
HONGKONG.

**AERATED WATERS.**  
SIMPLE AERATED WATER.  
SODA WATER.  
LEMONADE.  
GINGER ALE.  
SARSAPARILLA.  
RASPBERRYADE, &c.

**DAKIN, CRUICKSHANK & CO.'S WATERS** are made under the constant supervision of a duly qualified English Chemist and will be compared with the best English Manufactures.  
Special terms to HOTELS, CLUBS, MEN'S and other Large Consumers.  
Any complaints should be addressed to the Manager.  
Hongkong, 25th November, 1897. [1752]

**TO SUBSCRIBERS.**  
SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

**A. S. WATSON & CO., LIMITED.**  
ESTABLISHED A.D. 1841.

**WINES & SPIRITS.**  
ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

**PRICE LIST.** with Full Details, to be had on Application.  
**PORT** after removal should be rest for a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

**SHERRY**—Excellent Dancer and After Dinner Wines of very superior Vintage. All are true Xeres Wines.

**CLARET**—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the Jolles of the grape and are not artificially made from rubies and curran, as is generally the case with Cheap Wines.

**BRANDY**—All our Brandy is guaranteed to be pure Cognac; the difference in price being merely a question of age and vintage.

**WHISKY**—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

**A. S. WATSON & CO., LTD.**  
THE HONGKONG DISPENSARY.  
Hongkong, 25th November, 1897. [1753]

## BIRTH.

On the 15th Oct. at Devonshire-place. East-bourne, the wife of EDWARD HAYES OXLEY, of Hants, China, of a son.

## MARRIAGE.

On the 9th of November, 1897, at Tientsin, by the Rev. Frank L. Norris, FRIDRICK FOGAR WILKINSON, of P.M.M.'s Consular Service, to MARGARET, second daughter of Robert Williams, of Shanghai.

## DEATHS.

On the 13th Oct. at Westgate-on-Sea, EDWARD COWELL MURKIN, of 66 Clerkenwell-road, Holland-park, W. only surviving son of the late Mr. Martin Mulken, of the 11th Hussars, and grandson of General Sir William Toome, K.C.B., aged 74 years. Indian and China papers, please copy.

At the General Hospital, Shanghai, on the 18th of November, 1897, MARIAM, the beloved wife of Wm. Bond, of the I.M. Customs, aged 57 years.

## The Hongkong Telegraph

HONGKONG, THURSDAY, NOVEMBER 25, 1897.

A visitor to the compound at the Central Police Station to-day would have been forcibly reminded of Petticoat Lane. The aspect of the place gave the idea that East St. and other Chinese purloins had turned out all their rubbish for an airing right under the windows of the Captain Superintendent's office. This was not the case, however. A placard on the gate post and a blue and white chequered flag notified that it was the "annual clearing sale" of unclaimed and confiscated goods in the hands of the police, together with condemned Government Stores, and other rubbish. The ground was fairly covered from end to end with baskets, boxes, bundles, and cases, suggesting at once Middlesex St. (late "the Lane") and old Paddy's Market in Sydney. It would take several columns to enumerate the heterogeneous collection; all sorts of things lay cheek by jowl in most picturesque disorder and the Chinese "dealers" appeared to highly enjoy turning the various lots over. A striking exhibit was the collection of birds' nests, and the kerosene cases that were used in the fatal arson case in Jervois Street; and then were many baskets of Chinese clothing, from cotton to flowered silk; bags of medicinal roots, cases of tea, bottles, some empty and others full of spirits, lamps, old police boots, battered helmets and caps, more or less dilapidated uniforms, broken plates and other mess gear, old belts and slings, a couple of saddles, mattresses, red turban cloths, paints, oils, rope, bags of flour, disabled rickshas, ditto fire hoses and nozzles and portions of a pump, buckets and kettles, pots and pans, worn-out brooms and scrubbing brushes and a lot of other stuff that might very well have been burned. Of arms there was a considerable quantity: three Chinese swords, and other cut-and-thrust weapons of barbaric design; all were liberally embrowned with rust, but they were "ugly" for all that. Near these arms was a pile of revolvers, all showy nickel-plated goods of French or Belgian make, confiscated from time to time; and close at hand were many boxes of cartridges, cases of rifle caps, some of English and others of German manufacture, and also a lot of flasks of Hall's treble F. powder. Alongside these articles were some Brown Bess rifles that threatened to be deadly to the user; a Winchester and a Colt's repeating rifle; several police Sanders and a couple of Martini. The weapons seemed to attract a good deal of attention from the Chinese, many scrutinising locks and barrels very carefully and critically. Mr. HUGHES, the auctioneer, soon got to work and in a short time had every lot sold at prices that fairly astonished the police officers, and a pretty handsome profit should be the result of the "Rag Fair" at the Central.

Interesting as the auction was from an onlooker's point of view, it has also its serious side. We are referring now to this system of disposing of confiscated weapons. There were quite enough arms to fit out several large gangs of robbers or pirates and the question arises, who buys them? A licensed arms storekeeper would not stock the stuff for a week, and yet it has all gone. We are told that detectives were watching to see that unauthorised people did not become possessed of the weapons, or did not take them away. Knowing the Chinese detective, we say it may be so or it may be not. Anyhow no cases have been reported so far. There seems to us some probability that not a few of the lethal instruments may find themselves back in the Police stores before the next Rag Fair is held. Some three years ago the Chinese quarter in Hongkong was held in a state of siege for several days by Tung Kun ruffians, and probably Captain May has not forgotten his experiences of patrol duty at the time, both on streets and on the house-tops. The Tung Kun folk, apparently, are likely to give more trouble ere long and it would be a wise precaution for the authorities to keep a vigilant eye on any move in the arms market for a few months. The people of the Tung Kun province, when things are normal, mostly live by the grass-mat-making industry, and large areas of land in the delta are devoted to the cultivation of grass for the purpose. Now it seems, however, that other districts have taken up the trade and are pretty well driving Tung-kun out of the market. The Tung Kun-ites say they must live, but we give them the historic rejoinder about seeing no necessity for it, if they cannot live in a better way than is anticipated. According to late reports from Canton and information to hand in Hongkong, compulsion has so impoverished them that it is not at all unlikely that they will favour peaceful Hongkong traders with more of

their old unwelcome attentions during the winter. Some ten years ago the Tung Kun gillid carried things with a high hand here, "levying taxes" in good old Border fashion on the various Chinese gillid and traders. Of course, "we have changed all that," but the Chinese residents of this colony are beginning to apprehend a revival of this state of affairs, and in view of the avidity shown by the dealers to-day in the matter of arms, it would, as we said above, be just as well to keep a keen eye on any native transactions in such goods, and so avert what may prove very serious happenings.

## TELEGRAMS.

### REUTER'S MESSAGE.

#### GERMANY AND CHINA.

LONDON, November 25th.  
The *Kaiserin Augusta* from Crete has entered the Suez Canal on her way to China to reinforce the German Squadron. It is understood that the *Gefen*, another German cruiser, is also going to China.

The *Standard's* Correspondent at Berlin states that Germany is not at all anxious to acquire a naval station in China.

### THE "MEI POMENE" PATROCLUS COLLISION CASE.

#### THE JUDGMENT.

YOKOHAMA, November 15th.  
Judge Wilkinson gave his decision in the *Mei Pomene-Patroclus* collision case to-day, holding that both steamers were to blame. The question of damages and their apportionment between the two steamers was referred to the Registrar.—*Kobe Chronicle*.

### LOCAL AND GENERAL.

THE buying rate for sovereigns is \$10.29 per £.

We have received the minutes of the monthly meeting of the Chamber of Commerce, but lack of space compels us to hold them over until to-morrow.

THE Chinese gillid charged with returning from banishment was brought up on remand at the Magistrate's this morning and committed for trial.

AMONG the victims in the fatal fire in Third Street was one of the Harbour Office boatmen. He had been in the service for about twenty years and was away on leave when he met his death.

We have received from Messrs. Fletcher & Co. a very neat and pretty little Japanese cottage, full of well-made toys, including the well-known "Tasman" table water for which they are the agents.

THE four men charged with the BREXID STREET case, corroborative evidence in the case was remanded till to-morrow at 10 a.m.

THE Australian Blondin gave a high wire and trapeze performance at the parade ground yesterday evening before crowds of spectators. The exhibition was fair and another performance is announced for to-morrow evening.

THE remains of the late Mr. Poon Fong, a well-known Hongkong merchant, who died about 18 months ago, are to be removed on Monday from their present resting place at Lap-Sap-Wan for transport to his native town in the interior of China. Special provision has been made on one of the Canton steamers for the conveyance of the remains. Mr. Poon Fong was one of the directors of the Hongkong & Macao S. S. Co.

In the Bankruptcy Court to-day, before His Lordship the Chief Justice, Mohamed Ally, a commission agent, was examined. Mr. Thomson appeared on behalf of Messrs. Jardine, Matheson & Co., the agents of the Imperial Bank of Persia. The bankrupt's liabilities were over \$1,000 and his assets \$1. Of his sum \$7,000 and interest were due to the Imperial Bank of Persia which obtained judgment for that amount about six months ago. The balance was due locally. Bankrupt said he had a large sum due to him by his brother to whom he had sent goods, and he had not received a reply to his letters pressing for the money. On the application of the Official Receiver the examination was closed.

A TAILOR named Liu Shing, carrying on business in Pottinger Street, summoned the chief engineer of the Scottish Oriental steamship *Tach-show* at the Police Court this morning for assault. The defendant did not put in an appearance and the case was proceeded with in his absence. The complainant stated that he went on board the *Tach-show* at 9 a.m. yesterday to deliver some clothes to the chief officer. On the way to the chief officer's cabin he met the defendant who stopped him and refused to let him pass, and then struck him on his nose, bruising that organ and causing it to bleed profusely. A fine of \$15 with the alternative of 21 days was inflicted and the sum of \$10 was ordered to be paid to the complainant as amends.

THE Americans have an expressive phrase about "Barking up the wrong tree," and Tommy belonging to the West Yorks, on Garrison Place, did down Wanchai, afforded a very apt case in point a few nights ago. A *Yukong* and a Chinese detective were chasing a prisoner along Praya East, the detective, who was in plain clothes, being in front. The *Yukong* was blowing his whistle and the red coat appeared on the scene. He mistook the detective for the fugitive and grasped him. The officer said "What for? My belong police, let go." "No fear," said Akkie, "I've seen your root before" and putting the regimental McGilchrist which on his man he marched him off to the station, very proud of the capture. When it came to explanations the soldier went into a dark place on the road and kicked himself as hard as he knew how.

THE second race of the Royal Hongkong Yacht Club for the Commodore's Cup will take place on Saturday, starting at 2.30 p.m. Course:—10 miles, Channel Rocks, No. 1 Dock Buoy, twice round, all to port. Handicap at V.R.C. at 1 p.m. on Saturday.

SWATOW residents are complaining bitterly of the very intermittent and spasmodic steamship service maintained by Laprak's line with Hongkong just at present. Last week, had it not been for an outside steamer dropping in quite unexpectedly, there would have been no steamer to catch the English mail. This week the *Formosa* missed the French mail homewards altogether, and it is all the more aggravating as this was the Christmas mail. Considering the number of boats that are engaged in the coast trade it appears strange that the shipping companies concerned cannot make better arrangements for a more regular service and enable correspondents to catch the mails in Hongkong.

A YACHT race was sailed yesterday afternoon, under the Club auspices, between Mr. C. D. Wilkinson's *Ladybird* and the R.E. Officers' *Sybil*. More than usual interest centered in the event, as both boats were sailed by ladies, Miss Carrington being at the *Ladybird's* helm and Mrs. Langhorne at that of the *Sybil*. The course was from Kowloon Wharf, round Channel Rock to port, round the Chequerboard Buoy at Man-of-anchors and thence back to the starting point. There was a variable northerly blowing and *Ladybird* got away with a slight lead. Near the Kowloon Wharf *Ladybird* was becalmed and the red boat caught her, passing under her stern. Thence to the Rock the wind blew in gusts and in the reach home *Ladybird's* spinnaker carried away. The sail was stowed and the boom cut adrift, but she kept the lead she had regained and crossed the line about a minute ahead of *Sybil*. This makes Miss Carrington's second win this season. Both ladies handled their craft in capital style throughout the race.

OUT of the mouths of babes and sucklings cometh wisdom, and in a youthful essay it is sometimes possible to find much suggestive truth. A distinguished educationalist—not the Director of Public Instruction nor the principal of the Presidency College—has arranged to send us for publication such compositions as may come before him and may seem to be worthy of a better fate than a schoolmaster's waste paper basket or even a copper-plate reproduction in the juvenile author's exercise book. The first specimen that our educational correspondent has sent us is "An Essay on Law," and it runs as follows:—

"Law is a very useful thing; it makes people good, or else it makes them go to prison. Law was invented by Solomon, a king, who was going to kill a little baby with a sword, but his mother wouldn't let him. The law courts are in Madras; they are very pretty, but the creek in the wall. The law college is a pretty building, but it is not a good one. The head of the college is Mr. Collins; he wears a red coat, but doesn't wear a wig. Lawyers are very bad men, and tell stories, but they don't go to prison because they mean money. Some of them are very poor, but most of them are very rich. It is very silly to go to law, because it costs a lot of money, and the bad man generally wins. Therefore, my dear friends, do not go to law and waste your money in useless living, or you will be like the prodigal (sic) son, who longed to fill his belly with the husks that the swine did eat." There is so much fact here as in half a dozen essays by Bacon, and the wisdom is supreme. The peroration is particularly fine, and we commend the essay to the thoughtful study of our readers.—*Mad as Times*.

We are informed that the immediate cause of the accident at Beaconsfield, Battenfeld's old office, which we recently reported, was that a couple of wooden pillars on the upper floor, which supported one of the principal roof beams, had been removed by the men engaged, under the direction of the P.W.D. in preparing the building for occupation by Government. It appears that two rooms had, at some former period, been knocked into one, and the roof was partially supported by the dividing wall, the pillars were put in when it was demolished. When these were removed, presumably without examination, the grand collapse of the roof followed as a natural consequence, and the only wonder is that no lives were lost. Had the P.W.D. had a competent man in charge of the work, the accident could never have happened, for no man in his senses would have permitted such a foolhardy proceeding, so, as the roof did fall, we may presume that the Chinese were left to work their own sweat will upon the building without supervision, or at least competent supervision. However, 'tis all wind that blows nobody any good, and the collapse of this old building can only be looked upon as a blessing in disguise—possibly very much disguised for those who have to bear the expense of it—as it will necessitate the whole place being thoroughly overhauled and reconstructed, which, from its past history, we should say was only too badly needed. Beaconsfield, besides being one of the oldest buildings in the Colony, is of a very composite order of construction. Built away back in the fifties, it was originally a bungalow of no great size. Then another storey was added and another piece built on to the side of the house next to the Cathedral. Twice the cliff towards Queen's Road gave way, damaging the house, and had to be built up again at considerable expense, the retaining wall as it now stands being constructed after the second catastrophe. The towers were next added as an afterthought and the place became the life history of Beaconsfield, one of the most curious and, and those government officials who are eventually to occupy it are to be congratulated upon the fact that the defects become apparent before they took possession of their new home.

THE members of the Hongkong Rifle Association held a meeting at the City Hall at 5.30 p.m. yesterday. The chair was occupied by Mr. A. Chapman, who explained that the meeting was called for the principal purpose of again popularising shooting in the colony and to win back the interest which was taken in shooting years ago. The Rifle Association had been practically non-existent during the past 18 months, and it was thought that the election of new officers would rejuvenate it. Mr. John Carrington was unanimously elected President and Mr. A. Chapman, hon. secretary, and it was decided to open the season next Saturday with a sports competition.

An enquiry was held at the Magistrate's to-day into the death of fifteen persons, two men, eight women and five girls, caused by the fire in No. 64, Third Street on Tuesday evening. An unemployed boatman who lived in the house stated that between midnight and 3 o'clock on the 24th he saw fifteen bodies taken from the house. He gave the names and ages of the persons, two of whom were elderly men, nine women and three girls. The first floor was divided into six cubicles. Sergeant Gault described the interior of the premises and gave the measurements of the walls, cubicles, passages, etc., at great length. He said that at 11.50 on the 23rd last, he was awakened by the station charge who reported a fire. He put on his fire clothes and was the first member of the Fire Brigade present, having arrived about seven minutes after it was reported. He found the whole house in flames and the fire was very fierce, the flames coming out of the doors and windows. He did not hear any signs of people inside and nothing could have been done when he got there to save anybody. At 3 a.m. he found three bodies, two women and a girl, in the kitchen on the ground floor. They were dead and their bodies were charred beyond recognition. In the kitchen of the first floor he found twelve more bodies in a heap. They had apparently rushed with the intention of saving their effects as he noticed several boxes and other belongings close by. The three bodies on the ground floor appeared to have originally belonged to the first floor and to have been either pushed or jumped over the wall of the smoke hole. The house was consumed from end to end and the jump from the windows was 14 ft. The enquiry was adjourned till Wednesday next.

An unpleasant impression has been produced in Madras by a telegram from New York announcing the departure of the filibustering schooner *Silver Hawk*, with arms and ammunition for the Cuban insurgents. The same telegram announces that two other filibustering ships have left Jacksonville, the American revenue cutter which was warned to watch their movements being unable to prevent their departure.

THE Paris correspondent of the *Times* states that General Gallieni's telegram from Madagascar that a strong band of Sakalava has attacked the post recently established on the Takibibibis. Three officers and several men were killed. The Indian merchant, who has monopolised trade in that region, and who cannot resign himself either to the liberation of the slaves or to the competition of European colonists and prospectors.

AN extraordinary condition of affairs has arisen in connexion with the Atlantic mail service for next year. The Government have not received a single tender complying with the terms of the advertisement—namely, that the steamer was to be a Canadian port. The Allan and Dominion lines are willing to continue their present service for another year, provided vessels are allowed to make Portland, Maine, their winter terminus. Public sentiment, however, is strongly opposed to building up an American port at the expense of Canada. The impression in official circles is that the Government will require the Beaver line to carry the heavy mail—parcels, newspapers, &c.—from St. John to Liverpool during the coming winter, and will send letters via New York mail the proposed fast service is in operation.—*Times*.

THE visitation of Algeria by locusts last year was of an extraordinary character. From the east coast of the British Empire, General, who describes the phenomenon in detail, it seems that Algeria was visited twice during the year, the first flight appearing in the winter as far north as the Mediterranean coast, and a second one, which was normal, in the spring and early summer. There is no record of any flight such as the early one in the history of Algeria, and as they appeared so early it was believed they were a pestilence, but the locusts began to fly in the usual manner, only several months too soon. But in places where food was obtainable. Up to this it was believed that the maximum period for the locusts was 45 days; but it has been shown now that it extends in some cases to 70 days, so that the period may vary, according to the time of the year, from 15 days to 70. This unexpected visitation was met by exceptional exertions on the part of the Government, the local authorities and trade committees. One of the most striking facts was that the locusts were not seen in any of the places where food was obtainable. Up to this it was believed that the maximum period for the locusts was 45 days; but it has been shown now that it extends in some cases to 70 days, so that the period may vary, according to the time of the year, from 15 days to 70. This unexpected visitation was met by exceptional exertions on the part of the Government, the local authorities and trade committees. One of the most striking facts was that the locusts were not seen in any of the places where food was obtainable. Up to this it was believed that the maximum period for the locusts was 45 days; but it has been shown now that it extends in some cases to 70 days, so that the period may vary, according to the time of the year, from 15 days to 70. This unexpected visitation was met by exceptional exertions on the part of the Government, the local authorities and trade committees. One of the most striking facts was that the locusts were not seen in any of the places where food was obtainable.

## MORE FIRES.

### HEAVY LOSS OF PROPERTY.

The Fire Brigade has been kept busy since we went to press last evening, two fresh outbreaks having to be chivalled. The first one took place in the village of Stanley. It began in a chandler's shop in the centre of the Village and speedily spread to the neighbouring houses, all one-story structures, built of stone and fitted with cocklofts. Acting Inspector Baker and his men were quickly in attendance, and by the pulling down of one house they contrived to stop the flames catching more than four houses, all of which were gutted and the contents destroyed. The premises were uninsured and we are glad to say that there was no loss of life. As usual the origin of the fire is wrapped in mystery. The damage is estimated at \$2,000. One of the houses belongs to Mr. Hip Lee, of Watkins & Co.

At a little before 2 a.m. to-day the Fire Brigade turned out for a fire amongst some timber stacked on the Praya Reclamation at West Point. A small quantity of the timber was burnt through, and the culch was speedily subdued with a hydrant and one line of hose. It is unknown how the fire originated.

The three men who took the hose reel out from the Central Fire Station deserve all praise for the splendid time they made and their performance can well be counted as a very fine record.

The record now shows six fires since Sunday night.

### CIVIL SERVICE EXAMINATIONS IN CHINA.

The shallowness and incapacity of Chinese literary attainments can be seen in no clearer light than by an examination of the themes set for the students at the recent triennial examinations. Although willing under the struggle to pay the large Japanese indemnity and knowing that national resources are being drained to the last drop, the country has spent an immense sum of money in holding these examinations in the various provinces, with no result except to perpetuate a false standard of literary attainment. It had been hoped by sanguine friends of China that the late war would at least have the effect of stirring up a new intellectual life and that Western learning would be in some measure introduced into the regular government examinations. Such friends have been sorely disappointed in their hopes, for in the late triennial examinations, which are the first since the close of the war, the same class of themes is submitted as might have been seen a hundred years ago. As a sample of these themes we have selected those proposed at Nanking to the twenty-five thousand candidates there assembled. As mentioned in a former article, the examination is divided into three divisions of thirty-six hours each. The first division of these themes are taken from the Four Books; in the second division five themes are selected from each of the Five Classics; and in the third division a series of miscellaneous questions is chosen from history, classical literature and general subjects. This year in the first division the main theme was taken from *Confucian Analects*, Book XI, "On literary attainments." This is a well-known passage in which the Great Master has said that the student of the province of Kiangsu, who is now included in the province of Kiangsu, and lived at Su-chow. The Chief Examiner meant to pay a high-sounding compliment to the students of this province by reminding them that even in the time of the Great Master his province was the source of literary attainments. After speaking of the merits of his province, the Chief Examiner went on to say that he was determined to pay a high-sounding compliment to the students of this province by reminding them that even in the time of the Great Master his province was the source of literary attainments. After speaking of the merits of his province, the Chief Examiner went on to say that he was determined to pay a high-sounding compliment to the students of this province by reminding them that even in the time of the Great Master his province was the source of literary attainments. 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Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
OMI MARU.....	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TONGAREVA, and BAHAMAS.	FRIDAY, 26th November, at 4 P.M.
KANAGAWA MARU.....	MARSEILLES, LONDON and ANTWERP, via STRAITS (Transhipping Cargo for Java Ports), COLOMBO and PORT SAID.	FRIDAY, 26th November, at 4 P.M.
HIROSHIMA MARU.....	BOMBAY, via SINGAPORE (Transhipping Cargo for Java Ports), COLOMBO and PORT SAID.	TUESDAY, 30th November, at Noon.
KINSHU MARU.....	SEATTLE, WASH., U.S.A., via KOBE and YOKOHAMA.	THURSDAY, 2nd December, at Noon.
YAMASHIRO MARU.....	NAGASAKI, KOBE and YOKOHAMA.	MONDAY, 23rd December, at 4 P.M.
YAMAGUCHI MARU.....	KOBE and YOKOHAMA.	THURSDAY, 23rd December, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 22nd November, 1897.

Dr. KNORR'S  
ANTIPYRINE

"LION BRAND."  
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.  
FEVER, RHEUMATIC and NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)  
SOLUBLE CASEIN-SILVER PREPARATION.  
Used in Gonorrhea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.  
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.  
BEWARE OF SPURIOUS IMITATIONS!

CARBOLINEUM-AVENARIUS  
USED FOR OVER 20 YEARS.  
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,  
LUTGENS, EINSTAMM & Co.  
Hongkong, 11th September, 1896.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS  
AND WATCHMAKERS.

Sole Agents in the East for the amalgamated  
CLERK, HUMBER and GLADIATOR CO., Ltd.,  
DUNLOP TYRES BICYCLES—PRICE, \$185.  
A special reliable Watch made for this Climate.  
Quality A.....\$16  
Quality B.....\$12  
10, QUEEN'S ROAD CENTRAL,  
Opposite the Telegraph Office.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK  
MAKERS, JEWELLERS, SILVER,  
SMITHS, and OPTICIANS.

NAUTICAL INSTRUMENTS.  
Sole Agents for Loch Anderson's Watches—  
awarded the highest Prizes at every Exhibition;  
and for Verelsteden and Sohn's  
CELEBRATED OPERA GLASSES,  
MARINE GLASSES and SPYGLASSES.  
Nos. 44 & 56, Queen's Road Central. [40]

Hotels.

WINDSOR HOTEL,  
HONGKONG.

THIS ESTABLISHMENT, situated in the  
elaborate Building known as "CON-  
NAUGHT HOUSE," offers First-class Accom-  
modation to Residents and Travellers.  
Passenger Elevator, from Entrance Hall to  
each Floor, in charge of experienced Attendant.  
Favourable Arrangements made for Families  
and for Monthly or Extended Periods.  
BILLARDS.

THOMAS'S GRILL ROOM.

THIS Establishment has always enjoyed a  
high class reputation for liberality in  
Menu, Quality of Food and Perfection of Cuisine.  
THIS REPUTATION WILL BE  
MAINTAINED.

Fresh Dairy Produce, FRUIT and other  
supplies are regularly imported from the United  
States, Canada and Australia. BEER from  
Kobe and TURTLES from the Straits.  
THE WINES, SPIRITS and MALT  
LIQUORS, comprising all brands in general  
demand, are the best shipped to the Far East.  
In addition to the BAR, GRILL and DINING  
ROOMS, the upper floors are arranged so as  
to provide PRIVATE ROOMS suitable for  
DINNERS or SUPPERS, &c.  
PICNIC and BATHING PARTIES supplied  
with light refreshments at a moment's notice.  
ICE CREAM from 2 P.M. to 11 P.M.  
COLD MEAT SUPPERS from 9 to 11.30 P.M.  
THOMAS'S GRILL ROOM.  
J. E. GOODCHILD,  
Manager.

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"FALLODON HALL,"  
Capt. Wm. Jefferys, will be despatched as  
above on SATURDAY, the 27th instant, at  
Noon.

To be followed by the  
S.S. "FERNFIELD" on or about 5th Dec.  
S.S. "YARROWDALE" on or about 15th Dec.  
S.S. "HANSEAT" on or about 10th Jan., 1898.  
S.S. "LYDERHORN" on or about 15th Jan., 1898.  
S.S. "ORWELL" on or about 15th Feb., 1898.  
For Freight, apply  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 19th November, 1897. [1726]

AUSTRIAN LLOYD'S STEAM NAVA-  
TION COMPANY.  
(UNDER MAIL CONTRACT WITH THE AUSTRIAN  
GOVERNMENT.)

STEAM TO CALCUTTA (DIRECT).  
HE Company's Steamship.

"MORAVIA,"  
Capt. in E. Meccozzi, will be despatched as  
above on SATURDAY, the 27th instant, P.M.  
For information as to Passage and Freight  
apply to  
SANDER & Co.,  
Agents.

Hongkong, 19th November, 1897. [1738]

AUSTRIAN LLOYD'S STEAM NAVA-  
TION COMPANY.  
(UNDER MAIL CONTRACT WITH THE AUSTRIAN  
GOVERNMENT.)

STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
BOMBAY, KURACHEE, ADEN, SUEZ,  
PORT SAID, BRINDISI, VENICE,  
FIORENTINO, and TRIESTE.  
(Taking Cargo at through rates to CALCUTTA,  
MADRAS, PERSIAN GULF, RED SEA, BLACK  
SEA, LEBANT, ADRIATIC, and SOUTH  
AFRICAN PORTS.)  
THE Company's Steamship

"VI-DORONA,"  
Capt. C. Androvich, will be despatched as  
above on SATURDAY, the 27th instant, P.M.  
Cargo will not be received on board after 3  
P.M. prior to date of sailing.  
For further information as to Passage and  
Freight, apply to  
SANDER & Co.,  
Agents.

Hongkong, 19th November, 1897. [1742]

"MOGUL" LINE OF STEAMERS.  
FOR KOBE AND YOKOHAMA.  
THE Steamship

"PORT ADELAIDE,"  
Capt. Morgan, will be despatched as above  
on or about SATURDAY, the 27th instant,  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 20th November, 1897. [1745]

MOGUL-WARRACK-MILBURN LINE.  
FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"CROMARTY,"  
to sail about 30th November, 1897.  
S.S. "SIR" to sail about 17th Dec., 1897.  
S.S. "PORT ADELAIDE" about 25th Dec., 1897.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 1st November, 1897. [1666]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship

"ANTENOR,"  
Capt. Jackson, will be despatched as above  
on WEDNESDAY, the 1st December.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 22nd November, 1897. [1722]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND  
PORTS, and taking through Cargo to  
ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship

"AIRLIE,"  
Capt. Ellis, will be despatched for the  
above Ports on THURSDAY, the 2nd December,  
at 4 P.M.  
This well-known Steamer is specially fitted for  
Passengers, and has a Refrigerating Chamber  
which ensures the supply of Fresh Provisions,  
Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the  
Electric Light.  
A daily qualified Surgeon is carried.  
N.B.—Return Tickets issued by this Company  
to and from AUSTRALIA are available for return  
by the Steamers of the CHINA NAVIGATION  
Company and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 19th November, 1897. [1739]

FOR SAN FRANCISCO.  
THE 100 Air American Ship

"NEW YORK,"  
Penbody, Master, shortly expected here, will load  
for the above Port, and will have quick despatch.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 19th November, 1897. [1745]

FOR BALTIMORE.  
THE American Ship

"ST. KATHERINE,"  
McIntosh, Master, shortly expected here from  
Shanghai, will load here for the above Port  
and will have quick despatch.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 4th November, 1897. [1685]

FOR NEW YORK.  
THE 810 A. F. American ship

"ABNER COBURN,"  
Capt. M. L. Park, is loading here for the  
above Port and will have quick despatch.  
For Freight, apply to  
ARNOLD, KARBURG & Co.,  
Agents.

Hongkong, 11th September, 1897. [1447]

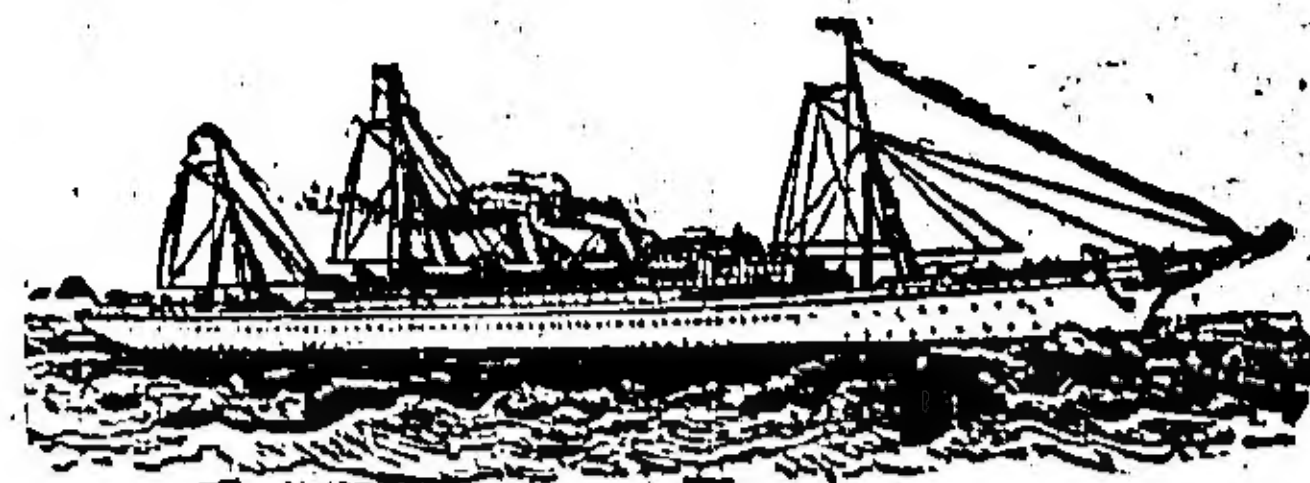
KUHN & KOMOR,  
JAPANESE FINE ART CURIOS,  
41 & 43, QUEEN'S ROAD, HONGKONG,  
25, WATSON STREET, YOKOHAMA,  
and  
30, DIVISION STREET, KOBE.

Hongkong, 15th March, 1897. [147]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 22nd December.  
EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 19th January.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 16th February.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA  
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12  
DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey. (Avoiding the rough  
passages generally experienced in the latitudes further South) and make connection at Vancouver  
with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC  
RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE  
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,  
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the  
Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return  
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,  
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS  
(the Company having received the highest award for same at recent Chicago World's Exhibition),  
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the  
Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by  
the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Pender's Street.

Hongkong, 1st September, 1897.

OCCIDENTAL & ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE;  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 7th Dec., at Noon.  
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 28th Dec., at Noon.  
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 19th Jan., at Noon.

THE Company's Steamship

"BELGIC,"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU, on  
SATURDAY, the 27th Nov., 1897, at Daylight,  
taking Passengers and Freight for Japan, the  
United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates, and particu-  
lars of the various Routes may be obtained  
upon application.

Special rates (First-class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
Officials in service of China and Japan, and to  
Government officials and their families.

Passengers who have paid full fare, re-embur-  
sing at San Francisco for China or Japan (or vice  
versa) within one year, will be allowed a dis-  
count of 10 per cent. This allowance does not  
apply to through fares for China and Japan  
to Europe.

PARCEL PACKAGES should be marked to  
address in full; and same will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company,  
No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 2nd September, 1897. [2]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.

PRAYA CENTRAL HONGKONG.  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTIEN'S GENUINE  
COMPOSITION RED HAND BRAND.  
HARTMANN'S GREY PAINT.  
DANIEL'S PATENT MOTOR LAUNCHES.  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK.  
REASONABLE PRICES.

Hongkong, 1st Nov. 1897. [19]

Mails.

NORTHERN PACIFIC  
STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.

PROPOSED SAILINGS FROM  
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Victoria | 3,107 | J. Paston, R.M.R. | Nov. 30.  
Olympia | 2,608 | J. Truebridge | Dec. 21.  
Columbia | 2,608 | A. Gave | Jan. 11.  
Tacoma | 2,549 | A. Dixon | Feb. 1.

ALSO  
FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVIGATION  
COMPANY.

Drum | 3,601 | E. Porter | Dec. 14.  
Mogul | 3,054 | W. H. Wright | Jan. 4.  
Pellion | 2,338 | A. Gave | Feb. 5.

THE attention of Passengers is directed to  
the very cheap rates offered by this Line,  
HONGKONG TO LONDON £47.  
Excellent accommodation. First-class Table.  
Doctor and Stewards carried.

HONGKONG TO NEW YORK £44.  
The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the ROCKY and CASCADE MOUNTAINS. The  
YELLOWSTONE NATIONAL PARK route. Passen-  
gers to EUROPE may proceed by one of the first  
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £18.  
Rates of Passage to other Ports on application.  
Special rates allowed to members of Govern-  
ment Services.

Through Bills of Lading issued to Pacific  
Coast Ports, and to Canadian and United  
States Ports.

Consular Invoices of Goods for United States  
Ports should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the Freight Agent, Tacoma, Wash., or Portland,  
Or. (whichever may be the destination of the  
Steamer).

Parcels must be sent to our Office (with address  
marked in full) by 5 P.M., on the day previous to  
sailing.

For further information apply to  
DODWELL, CARLILL & Co.,  
General Agents.

Hongkong, 4th November, 1897. [4]



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL and  
AMERICAN PORTS.)

THE Steamship

"GANGES,"  
Capt. T. F. Creery, carrying Her Majesty's  
Mails, will be despatched from this Port  
on BOMBAY, &c., on THURSDAY, the 2nd Dec.,  
at Noon, taking Passengers and Cargo for the  
above Ports. This Steamer connects at Bombay  
with the S.S. Calcutta, leaving that Port on the  
24th December for London direct.

Silk and Valuable, all Cargo for France,  
and Teas for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London.  
Other Cargo for London, &c., will be conveyed  
via Bombay.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's Bills  
of Lading.

For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 19th November, 1897. [6]

NORDDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN AND HAMBURG,  
PORTS IN THE LEVANT,  
BLACK SEA AND BALTIC PORTS.

ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PACIFIC  
PLACES OF RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Bozza | ..... | Tuesday | 7th Dec.  
Prinz Heinrich | ..... | Tuesday | 14th Jan.  
Prinzess | ..... | Tuesday | 1st Feb.  
Sachsen | ..... | Tuesday | 1st March.

ON TUESDAY, the 7th day of December,  
1897, at 9 A.M., the Company's Steamship  
"BAYERN," Capt. E. Frenn, with  
MAILS, PASSENGERS, STEEL and CARGO,  
will leave this Port as above, calling at NAPLES  
and Genoa.

Shipping Orders will be granted till Noon on  
SATURDAY, the 4th Dec. Cargo and Spools  
will be received on board until 5 P.M. on MONDAY  
the 6th Dec., and Parcels will be received at  
the Agency's Office until Noon on MONDAY, the  
6th Dec. Contents of Packages are required.  
No Parcel Receipts will be signed for less than  
25 cwt and Parcels should not exceed Two Feet  
Cube in Measurement.

The Steamer has splendid Accommodation  
and carries a Doctor and a Stewardess.  
For further Particulars apply to  
MILCHERS & Co.,  
Agents.

Hongkong, 19th November, 1897. [1703]

For further information apply to  
MILCHERS & Co.,  
Agents.

Hongkong, 19th November, 1897. [1703]

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Hongkong, 19th November, 1897. [1703]

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Agents.

Hongkong, 19th November, 1897. [1703]